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a review by the trained military intelligence of a problem wholly military. Following the route of the Greek mercenaries after the defeat of Cyrus this lieutenant general of the armies of a great empire has made a close examination of the logistics of that wonderful retreat. He is sympathetic with the problems of the morale of condottieri under defeat, and his study of the rise of Xenophon from the position of a cadet volunteer to the iron command of a mob from which discipline had departed is one of the most brilliant comments which we have read upon this incident of history. The *Anabasis*, unfortunately, has been given over to kindergarten Greek in our scheme of education. This monograph by Gen. von Hoffmeister should serve to remind us that Xenophon wrote one of the great texts of the art of war, one that should carry lessons of particular value to such political units as the English speaking countries where reliance for defence is placed upon the levies of volunteers lacking in that morale which makes the smaller body of seasoned troops far more effective.

WILLIAM CHURCHILL.

AUSTRALASIA AND POLYNESIA

Ein Beitrag zur Kenntnis der Tuamotu-Inseln. Von Dr. Georg Friederici. 80 pp. Maps, ills. Leipzig, 1911.

This modest but highly valuable paper is one of the progress reports of the Hanseatische Südsee Expedition of 1909. The author has already published a brief yet interesting account of the Beach-la-mar jargon of the western Pacific. He promises without delay a more general report upon that region. The object of the expedition was the commercial exploitation of these undeveloped islands of the remote sea, an excellent example of the correlation of geographical science and business concerns.

In this volume the author records in detail his observations in the Tuamotu Archipelago, thus preserving the vivid value of field notes of a reconnaissance report; and at the end he sums up in broader conspectus his determinations as to certain problems of geotectonics and ethnology which have hitherto been but imperfectly examined. It will be found of advantage to list the particular atolls upon which his investigations were conducted. These are: Anaa, Haraiki, Makatea, Manuhangi, Maria, Mururoa, Niau, Reitoru, Taiaro, Tematangi, and Tikei.

It is very interesting to note that Dr. Friederici studied the atoll formation in the light of the researches of Darwin and Dana. His notes show that in several important particulars he was unable to reconcile matters of his own observation with either of these theories of explanation. Upon his return within the reach of library facilities he found the more recent studies of Agassiz and is led to give his adhesion most consistently to the work of this later student, though he is obliged to record that it does not completely explain all the observed conditions.

The question of geographical nomenclature has received careful attention in connection with each of the eleven atolls visited. He settles priority of discovery and deals intelligently with the disputed identification of the Sagittaria of Quiros. It is clear that this cannot be Tahiti. It is equally clear that it is not to be confounded with the Conversion de San Pablo of the same mariner, and that the latter is most probably Anaa. Dr. Friederici seems not to have ascertained one most interesting fact which bears with great force upon the discoverability of this atoll. It lies upon the sea with scarcely more elevation than driftwood, in fact on near approach to its reef the land is hidden behind the waves of its breakers; yet, through a rare physical combination of the "atoll cloud" and the reflection from the lagoon water, Anaa affords to the navigator a sky mark as effective as would be the case were the island a mile or more in height.

In discussing the questions of the ethnology of the archipelago the author calls particular attention to the fact that there is a double mixture. A part of the group has strong affiliations with Tahiti, the southern part is affiliated with Mangareva. In this Dr. Friederici anticipates the conclusions which with greater opportunity for detailed statement I am now elaborating in the study

of the philological problems of this province of Southeast Polynesia. His treatment of the problem of Melanesian traces in the Tuamotu is both simple and convincing. Altogether, this little volume is the most valuable of all the works dealing with this ultimate attainment of the great migration movement of the Polynesian race.

WILLIAM CHURCHILL.

EUROPE

Transportation in Europe. By Logan G. McPherson. vi and 285 pp. Map. Henry Holt & Co., New York, 1910. \$1.50. 7½ x 5.

During recent years the author has published two informing books on "The Working of the Railroads," and "Railroad Freight Rates." In the same clear, forceful style he here presents the salient facts concerning the transportation systems of Europe.

In his introduction he points out that the United States should be compared with all Europe, and not with single countries; that our need for railroads is much greater than Europe's because of our lack of peninsulas and inland seas and of improved inland waterways; and that our industrial status is such as to encourage great transportation enterprises.

Two chapters recount the history, cost of construction, and maintenance, ownership and administration of the roads, canals and railroads of Europe, country by country. The occurrence of three or four classes of passenger rates is explained as a consequence of social classes and not an adjustment to purses. The chapter on "International Rail Traffic" shows how traffic and rates have been adjusted to physical and political barriers. In this chapter, as in others, comparisons with American conditions add greatly to the comprehension of the problems.

Discussing the comparative usefulness of inland waterways and railroads, the author says the waterways have not increased in mileage in thirty years, while the railroads have about doubled. Railroads can operate all the year; waterways are inactive in frozen winter and in dry summer. Railroads pay heavy taxes to the governments and supply millions of dollars worth of free transporting for them; water craft pay small tolls on artificial waterways, but nothing on natural routes, and they never render any government aid. Railroads are limited in their rates for traffic, but water craft may charge what the traffic will bear. The government favors the waterways. In spite of all these advantages, waterways and water craft are continually losing ground in Europe. All concede that European railroad traffic is not so good as American. A long closing chapter is devoted to transportation in England.

G. D. HUBBARD.

Géologie du Bassin de Paris. Par Paul Lemoine. ii and 408 pp. Maps, ills., bibl., index. A. Hermann & Fils, Paris, 1911. 15 frs. 10½ x 7.

The Basin of Paris is classic ground in geology, because it is the first region of Europe which underwent scientific examination through such scholars as Alexander Brogniart, Cuvier, Lamarck and Deshayes. While the first named examined the ground geologically, Cuvier, Lamarck and Deshayes made the first researches of the vertebrate remains and of the moluscan fauna of the territory. The basin is a syncline, in which, after the Triassic period sedimentation set in and continued to the Tertiary. The latter is characterized by three stages: Bartonien (upper Eocene), Lutétien (middle Eocene) and Yprésien (lower Eocene). The formations consist of fossiliferous sands, sandstones and limestone. The gypsum of Montmartre formerly classified in the upper Eocene, is now referred to the Oligocene. The shales above the gypsum with *Linnaeus strigasus*, the so-called *Marnes supragypseuses*, as well as the Cyrene-marls with *Cyr. convexa*, *Cerith. plicatum*, etc., and the fresh-water lime of the Brie with *Planorbis*, *Linnaeus*, etc., are now placed in the lower Oligocene.

Beginning in middle Oligocene time, the Paris Basin was again overflowed by the sea, which extended in that period even farther south than during the Eocene. Near Paris the so-called "oyster shales" ("*marnes à huîtres*") were formed, with *Ostrea cyathula*, etc. To the upper Oligocene finally belong the